

Effective April 1

Transfer, Three Moves Made In Mechanical and Process

A transfer and three other moves in the top echelons of the Process and Mechanical Departments were announced last week.

Affected were H. V. Locker, process superintendent, who transferred April 1 to Esso Standard do Brasil, Inc. Replacing him is G. L. MacNutt, mechanical superintendent; G. Ernesti moved from division superintendent-crafts to mechanical superintendent, and J. R. Protterra was promoted to succeed Mr. Ernesti.



H. V. Locker

Mr. Locker began his Aruba service as a technical student in Process Control in November, 1955. From 1938 to 1942 he worked as operator and shift foreman in the Hydro Poly plant, transferring in January, 1942 to TSD-Process as chemical engineer. During 1945 he was promoted to group head, transferred to Process-LOF for a special assignment and was promoted in October of that year to process foreman. Mr. Locker was made assistant division superintendent, Catalytic Dept. in January, 1949. He was made division superintendent, Western Division in October, 1955, and process superintendent in May, 1956.

In his new post, Mr. Locker will take part in the management of Esso Standard do Brasil, Inc., the marketing affiliate of Standard Oil Co. (N.J.) in Brazil. After a training period in the New York area, he will assume his duties in Rio de Janeiro around July 1. He will be no stranger to the surroundings. In 1954 and 1955 he spent six months as technical advisor there at the Cubato refinery of Petrobras, the government agency that operates the refinery. Again in January of last year he returned for a two months period to advise on certain technical matters pertaining to operations.

Mr. MacNutt, a veteran of nearly 27 years service, began as a helper on the pressure stills in December, 1929. In 1932 he was made stillman, and in July, 1933, operator. Remaining on the stills he was promoted to shift foreman in June, 1936, assistant general foreman in December, 1937, and process foreman in January, 1939. Mr. MacNutt moved over to LOF in August, 1946 as assistant division superintendent until February, 1951. At that time he was made division superintendent, Eastern Division, Process. He became mechanical superintendent in May, 1956.

For nearly a year July 26, 1944 to June 14, 1945—Mr. MacNutt worked for Creole Petroleum Corporation at the Caripito Refinery.

Working up through the ranks after joining Lago in December, 1934 as tradesman in the Storehouse, Mr. Ernesti served in that job, as subforeman and as senior clerk before he was made assistant general foreman in June, 1942. He was promoted to general foreman in December, 1944, and in August, 1948, to storehouse superintendent. He transferred to Mechanical Administration in March, 1951 as division superintendent, and to the same job in Mechanical-Field and Craft Coordination in May, 1956.

Mr. Protterra, since joining Lago in May, 1938 as apprentice operator, worked in Utilities as assistant operator, operator and shift foreman until September, 1944 when he became technical assistant in Mechanical Administration. In June, 1946 he was promoted to assistant zone supervisor, and in March, 1949 to general foreman-labor in Mechanical-Yard. From November 1953 to February, 1956 he was zone supervisor. At that time he was made assistant division superintendent.

Executive Changes Announced Griffin, Murray Promoted In Top Level Posts

F. E. Griffin, Lago's general manager since February, 1955, was promoted to executive vice president on April 1. Succeeding him as general manager is W. A. Murray, who came to Aruba early this year from Imperial Oil Company's Winnipeg Refinery where he was general manager.

Promocionnan Anunciá pa Griffin, Murray

F. E. Griffin, gerente general di Lago desde Februari 1955, a worde promoví como vice presidente ehecutivo April 1. Su sucesor como gerente general di W. A. Murray, kende a bini Aruba na principio di e anja aki for di Imperial Oil Company, Winnipeg Refinery, unda el tabata gerente general.

E carera di Sr. Griffin ta cubrimas di 28 anja. Originalmente el a worde empleá como oil inspector na September 1929 y e mes anja el a worde promoví pa process helper. Na 1930 el a bira stillman, na 1932 test operator, y na Juli 1933, operator first class Mas despues e anja ey el a bira shift subforeman. Pa Februari 1936 el a yega na general foreman di pressure stills, y den e ocupacion aki el a transferi pa LOF na Maart 1937. Sr. Griffin a worde promoví pa assistant division superintendent na Januari 1939 y pa division superintendent na 1945. Desde fin di guerra el a move ariba pa posicion di process superintendent (1946), general superintendent (1950) y gerente general (1955). E puesto di vice-presidente ehecutivo a worde estableci na 1955, y a worde ocupá pa di promer vez door di O. Mingus, awor presidente di Lago.

Sr. Murray, un nativo di Vancouver, a cuminsa traha cu Imperial na 1933 poco despues cu el a termina University di British Columbia. Promer cu el a bira gerente general na Winnipeg, el tabata assistant manager di refinarianan di Imperial na Sarnia y Montreal. Durante guerra el a haci servicio cu Royal Canadian Air Force, y a sali como group captain y oficial comandante di Central Navigation School di RCAF.

Sr. Murray tambe a worde eñgi como miembro di e junta di directiva di compania. E junta awor ta consisti di O. Mingus, Sr. Griffin, F. W. Switzer, F. C. Donovan y Sr. Murray.

E oficialnan di compania awor ta O. Mingus, presidente, F. E. Griffin, vice presidente ehecutivo, C. E. Lanning, vice presidente, C. B. Garber, secretario y tesoroero, D. C. Mook, segunda secretario, y W. T. Murphy, segunda secretario y segunda tesoroero.

Mr. Griffin's career spans over 28 years. Originally employed as oil inspector in September, 1929, he was promoted to process helper the same year. In 1930 he was made stillman, in 1932 test operator, and in July, 1933, operator first class. Later that year he was made shift subforeman. By Feb., 1936 he had been advanced to general foreman on the pressure stills, and transferred in that job to LOF in March, 1937. Mr. Griffin was promoted to assistant division superintendent in January, 1939, and to division superintendent in 1945. Since the close of the war he moved up to process superintendent (1946), general superintendent (1950) and general manager (1955). The post of executive vice president was created in 1955, and was first filled by O. Mingus, now Lago's president.

Mr. Murray, a native of Vancouver, joined Imperial in 1933 shortly after graduation from the University of British Columbia. Before becoming general manager at Winnipeg, he had been assistant manager of Imperial's Sarnia and Montreal refineries. During the war he served with the Royal Canadian Air Force and emerged as group captain and commanding officer of the RCAF's Central Navigation School.

Mr. Murray has also been elected a member of the company's Board of Directors. The Board now includes O. Mingus, Mr. Griffin, F. W. Switzer, F. C. Donovan and Mr. Murray.

The company officers are now O. Mingus, president, F. E. Griffin, executive vice president, C. E. Lanning, vice president, C. B. Garber, secretary and treasurer, D. C. Mook, assistant secretary, and W. T. Murphy, assistant secretary and assistant treasurer.

Service Watches Go To Five

Watches representing 25 years of Lago service were distributed to five men April 3 by Executive Vice President F. E. Griffin.

The five honored were J. A. Rodriguez, Mechanical-Storehouse, C. A. Pantophlet, Mechanical-Welding, L. Davidson, Colony Service-Commissary, H. F. Helman, Colony Service-Administration, and P. Maduro, Receiving & Shipping-Wharves.

Four hundred and fifty-one employees have already received the anniversary watches.



F. E. Griffin



W. A. Murray

Lago Takes Second In Safety Contest

Lago's safety record for 1956 was good enough to win second place in the National Safety Council Contest. Its frequency rate of 1.01 trailed the Lion Oil Company, El Dorado, Arkansas, who took first place with a rate of 0.65.

Last year's frequency rate, though up from 1955's 0.96, was still better than the group average of 2.57 for all companies competing in the Petroleum Section.

Humble Oil and Refining Company's refinery at Houston was fourth with 1.37, and Esso East Coast, Louisiana, was eighth with 1.98.

Competing in the group were all refineries which worked a minimum of 250,000 manhours a month.

During 1956 Lago received two Awards of Honor from the National Safety Council. The first was for working 3,103,157 consecutive manhours without a lost time accident, and the second was for a period of 4,708,631 accident-free manhours, a company record. Another accident-free period of over 3,100,000 manhours was worked between August and mid-October. There were 14 disabling injuries in 1956, the same number as in 1955.

Lago also won second place in 1955.

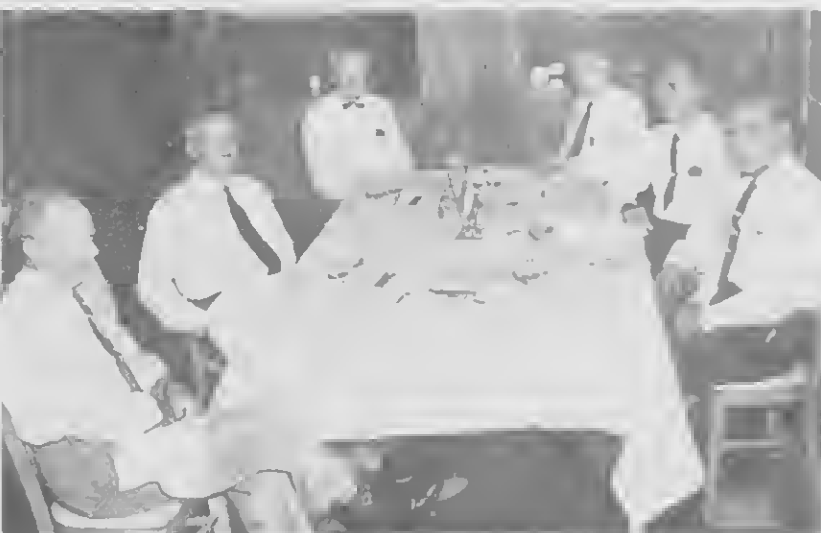
Lago won first place in the contest in 1954 with a frequency rate of .87. The company and all employees are justly proud of their outstanding safety showing over the past years.

Cinco Empleado A Recibi Oloshi

Oloshnan representando 25 anja di servicio cu Lago a worde duna na cinco empleado April 3 door di Vice Presidente Ehecutivo F. E. Griffin.

E cinco empleado nan tabata J. A. Rodriguez, Mechanical-Storehouse, C. A. Pantophlet, Mechanical-Welding, L. Davidson, Colony Service-Commissary, H. F. Helman, Colony Service-Administration, y P. Maduro, Receiving & Shipping-Wharves.

Cuatro ciento y cincuenta y un empleado ya a recibi oloshi pa 25 anja di servicio.



FRIENDS OF F. B. Roebuck, whose retirement becomes effective May 1, gave him a send off at his retirement luncheon. Around the table are G. L. MacNutt, C. V. Roby, Mr. Roebuck, F. W. Switzer, Rev. D. R. Evans and G. Ernesti.

AMIGONAN DI F. B. Roebuck, kende su pension ta drenta na vigor Mei 1, a tuma despedida di dje na un comida na su honor. Rond di e mesa ta G. L. MacNutt, C. V. Roby, Sr. Roebuck, F. W. Switzer, Rev. D. R. Evans y G. Ernesti.

ARUBA ESSO NEWS

PUBLISHED EVERY OTHER SATURDAY, AT ARUBA, NETHERLANDS ANTILLES, BY LAGO OIL & TRANSPORT CO., LTD.
Printed by the Aruba Drukkerij N.V., Neth. Ant.



CLOSE ATTENTION is mirrored on the faces of these boys, members of the one-year old Essolito, which celebrated its anniversary March 23. On hand for the youth club's birthday party, Lago President O. Mingus spoke briefly and presented the club with a bicycle for a gift. He is patron of the group.

ATENCIÓN STRICTO ta pará ariba cara di e muchanan aki, miembronan di Essolito cu a celebra su promer aniversario Maart 23. Presidente di Lago O. S. Mingus tabata presente pa aniversario di e club y a papia un rato y a duna e club un bicicleta como regalo. El ta padrino di e club.

Efectivo April 1

Un Transfer, Tres Cambio Den Mechanical y Process

Un transfer y tres cambio den rangonan superior di Process y Mechanical Dept. a worde anunciá siman pasá.

Esnan envolvi tabata H. V. Locker, Process Superintendent, kende na April a worde transferi pa Esso Standard do Brasil, Inc. Reemplazando esaki lo ta G. L. MacNutt, Mechanical Superintendent; G. Ernesti lo move di Division Superintendent-Crafts pa Mechanical Superintendent, y J. R. Proterra kende a worde promovi pa tuma lugar di Sr. Ernesti.

Sr. Locker a principia su servicio na Aruba como un estudiante tecnico den Laboratorio di TSD na November 1935. For di 1938 te 1942 el a traha como operator y shift foreman den Hydro Poly Plant, mientras na Januari 1942 el a worde transferi pa TSD-Process como un ingeniero quimico. Durante 1945 el a haya promocion pa hefe di grupo, a worde transferi pa Process-LOF pa un

Seis Eleccioná Den Final di SPAC

Marco L. Croes di Accounting Department a consigui mas voto den e final di e eleccion di 1957 pa Special Problems Advisory Committee. Escogi pa periodo di dos anja den e grupo Holandes a keda Sr. Croes, 955 voto; Genaro V. Roos, Industrial Relations-Safety, 921 voto; Ceril Vrolijk, Process-LOF, 902 voto, y Remigio E. Frank, TSD-Proj. Eng., 787 voto.

Na e mes tempo dos a worde eligi den e grupo no-Holandes. Carlos S. de Freitas, Process-Cat. & L.E., 418 voto, y Frank H. E. Mingo, Process-Cracking, 397 voto.

E seis miembronan di comité cu a worde eligi lo traha hunto cu miembronan John Hodge, Process-Cat. & L.E. y Max Croes, Executive Office. Un reunion di cambio lo tuma lugar den futuro cercano.

Srs. Roos, Frank y Mingo a worde re-eligi.

Six Elected In SPAC Finals

Marco L. Croes of the Accounting Department led the vote-getters in the finals of the 1957 Special Problems Advisory Committee election. Chosen for two year terms in the Netherlander group were Mr. Croes, 955 votes, Genaro V. Roos, Industrial Relations-Safety, 921 votes; Ceril Vrolijk, Process-LOF, 902 votes, and Remigio E. Frank, TSD-Proj. Eng., 787 votes.

Two non-Netherlanders were elected at the same time. Carlos S. de Freitas, Process-Cat. and LE, 418 votes, and Frank H. E. Mingo, Process-Cracking, 397 votes.

The six newly-elected committee men join incumbent members John Hodge, Process-Cat. and LE, and Max Croes, Executive Office. A turnover meeting will be held in the near future.

asignacion special y na October di e anja ey el a haya promocion pa process foreman. Sr. Locker a worde haci Assistant Division Superintendent di C&LE na Januari 1949, y a bolbe worde transferi pa Process den e mes trabao ariba un asignacion special un anja despues. Na October 1955 el a bira Division Superintendent di Western Division y na Mei 1956 el tabata Process Superintendent.

Den su puesto nobo, Sr. Locker lo tuma parti den directiva di Esso Standard do Brasil, Inc., e afiliado mercantil di Standard Oil Co. (N.J.) na Brazil. Despues di un periodo di training den bicindario di New York, el lo tuma su encargo na Rio de Janeiro banda di Juli 1. El lo no ta un persona desconoci aya banda. Na 1954 y 1955 el a pasa seis luna aya como un advisor tecnico durante construccion di Cubato Refineria di Petrobras, e compania di gobierno cu ta opera e refineria. Despues atrobe na Januari di anja pasá el a bolbe pa un periodo di dos luna pa duna conseho ariba cierto asuntonan tecnico di operacion.

Sr. MacNutt, un veterano di casi 27 anja di servicio, a cuminsa como un helper na pressure stills na December 1929. Na 1932 el a worde haci stillman y na Juli 1933 operator. Kendando trahando na e stillnan el a worde promovi pa shift foreman na Juni 1936, y como Assistant General Foreman na December 1937, y Process Foreman na Januari 1939. Sr. MacNutt a bai pa LOF na Augustus 1946 como Assistant Division Superintendent te Februari 1951. Na e tempo ey el a worde promovi pa Division Superintendent, Eastern Division, di Process Dept. El a bira Mechanical Superintendent na Mei 1956.

Subiendo den e varios rangonan despues di a drenta servicio di Lago na December 1934 como un Tradesman na Storehouse, Sr. Ernesti a traha den tal trabao como subforeman y senior clerk promer cu el a worde haci Assistant General Foreman na Juni 1942. El a worde promovi pa General Foreman na December 1944 y na Augustus 1948 pa Storehouse Superintendent. El a worde transferi pa Mechanical Administration na Maart 1951 como Division Superintendent y pa e mes puesto den Mechanical-Field and Craft Coordination na Mei 1956.

Sr. Proterra, desde cu el a drenta servicio di Lago na Mei 1938, como un Apprentice Operator, a traha den Utilities como un Assistant Opera-

(Continua na pagina 7)

Aruba Greets New Bishop

Paying his first visit to Aruba since his consecration Feb. 23, Bishop J. M. Holterman met friends old and new at a reception in the Esso Club March 12. Lago's St. Christopher Club, Catholic lay organization, sponsored the affair.

The new bishop was for many years pastor of St. Theresa's Church in San Nicolas, and so made many friends among Lago people, Catholic and non-Catholic alike.

During his stay in Aruba, the new prelate was tendered many receptions, and in addition, took part in the Mental Health Conference.

Bishop Holterman's official residence will be in Curacao, but it is expected that he will visit Aruba frequently in the course of his administrative duties.

Wervers, Maduro, Milton Retire

Jacob Wervers and his 23 years of service led the list of three retirements in April. Behind him came Juan Maduro, pipefitter helper, nearly 19 years of service, and W. M. Milton, carpenter helper, who has just over 17 years of service.

Mr. Wervers, staff assistant, Translation and Liaison, joined Lago in September, 1933 as clerk in the



J. Wervers



J. Maduro

personnel office. He transferred to the Executive office the next year in the same job, and in January, 1939, was made Official Translator. He assumed his present post in January, 1949. He will leave Aruba April 15.

Mr. Maduro spent his career in the Pipe Shop, beginning there in June, 1938 as laborer. In September, 1942 he was made pipefitter helper B, and promoted to pipefitter helper A in February, 1945. He is a native of Aruba.

Mr. Milton, since joining the company in February, 1936, has worked as laborer, labor helper, corporal, yardman and carpenter helper B. He retired, like Mr. Maduro, April. Mr. Milton's picture appeared in the last issue of the Esso News over Mr. Emilio Iglesia's name. The Esso News regrets this mistake.

Baker Proposed For Jersey Board

H. H. Baker, retiring director and president of Humble Oil and Refining Company, will be proposed to stockholders of the Standard Oil Co. (N. J.) as a member of the Board of Directors at the annual meeting May 22. He has been named to succeed J. E. Crane, who is not a candidate for reelection. Mr. Crane is a member of the Executive Committee, and until recently was also a vice president.

Mr. Baker has been president and chief executive officer of Humble since May, 1948. A graduate of the University of Texas in law, he began his career as a member of the company's law department in 1919. He was elected a director in 1937, a vice president in 1941 and executive vice president in 1945. He is member of the American Bar Association, the National Petroleum Council and a director of the American Petroleum Institute.



WAITING THE arrival of Bishop Holterman at the Esso Club is the reception committee. From left, B. W. Vigneault, J. M. Grilte and C. J. Schwarz, all of the St. Christopher Club, Rev. W. de Haas, pastor of St. Theresa's, Lago President O. Mingus and St. Christopher Club President W. J. Demouy.

WARDANDO e yegada di Obispo Holterman na Esso Club pa e recepcion, e comité la parce poco nervioso. For di rohez pa drechi, B. W. Vigneault, J. M. Gritte y C. J. Schwarz, tur di St. Christopher Club, Pastoor de Haas di Santa Theresita, Presidente di Lago O. Mingus y Presidente di St. Christopher Club W. J. Demouy.



THE BISHOP and the president shake hands: Bishop Holterman and Mr. Mingus greet each other at the Esso Club.

OBISPO Y Presidente ta duna otro man: Obispo Holterman y Sr. Mingus ta saluda otro na Esso Club.



FLANKED BY President Mingus, Bishop Holterman proceeds through a crowd of friends to the Main Lounge for the reception.

BANDA DI Presidente Mingus, Obispo Holterman ta pasa entre un multitud di amigo pa e recepcion den e sala mayor.

Haciendo su promer bishita oficial na Aruba desde su consecracion Feb. 25, Mgr. J. M. Holterman a contra amgonan bieuw y nobo na un recepcion den Esso Club Maart 12. St. Christopher Club na Lago, un organizacion di hombernan catolico, a auspacia e evento.

E obispo nobo durante hopi anja tabata pastoor di Misa di Santa Theresita na San Nicolas, y a consigui hopi amigo entre hendenan di Lago, tanto catolico como no-catolico.

Durante su permanencia na Aruba, e obispo nobo a atende varios recepcion, y ademas, a atende e Conferencia di Hygiene Mental.

E residencia oficial di Obispo Holterman lo ta na Curacao, pero ta di spera cu el lo bishita Aruba cu frecuencia den curso di su actividadnan.

BACK THE ATTACK ON

Traffic Slow Down and Live Longer Campaign Aimed at All Licensed Drivers

"Each year more and more motor vehicles run up and down Aruba's roadways. And each year they kill or injure more and more people."

Those two simple but very meaningful sentences began an article on safe driving published three years ago. It is indicative of the times that has everything moving faster that these two sentences are even more to the point today than they were three years ago. More and more cars are on Aruba's roads, and, unfortunately for all of us, those very cars are killing, maiming or injuring more and more people every day.

Two facts must be added to the original two sentences, however. Both compound the already aggravated island driving condition. Fact one: Aruba's more and more cars are constantly getting more and more horsepower; fact two: Aruba's highways are getting longer and longer and better and better. In many cases - increasingly so - a long, smooth strip of road, a new car bristling with charged up horsepower seems to be the formula that releases pent up driver cravings for speed; roaring, blinding speed that leads to death, destruction and injury.

Today's Car Powerful

A driver tromps down on the accelerator, eight powerful cylinders begin rapid up and down motion generating hundreds of horsepower that propels a shiny new vehicle; a tremendous force has been set in motion. This force, in the form of hundreds of pounds of steel car, can safely deliver its passengers on an enjoyable, pleasant ride, or, ill used, can become a monstrous instrument of destruction.

The question, then, suddenly becomes apparent. How can we, the drivers of Aruba, "slow down and live longer" and help prevent accidents? The answer stated is easy; put into effect it necessitates the concerted efforts of the island's 15,795 licensed drivers.

The answer is: BACK THE ATTACK ON TRAFFIC ACCIDENTS!

Just what does this mean? It means that every driver on the island becomes 100 per cent conscious of safe, courteous driving. Laws are obeyed, the other fellow is given a break, pedestrians' rights are acknowledged, speeds are slowed to

give maximum control, strict attention is paid to the road while driving, driver alertness is sharpened. The list runs on and on, but it all adds up to everyone helping to prevent accidents.

As impetus, something to prime Aruba's drivers to the task at hand,

Kwartz Lends Endorsement To Program

Traffic accidents constitute a dreadful blot on society. It is something all of us would gladly rid our community of like we do a disease. We would then eliminate tragedy in the form of death, injury, destruction. Unfortunately we cannot inoculate our drivers against traffic mishaps the way we have ourselves inoculated against disease.

We can, however, take positive action in making ourselves constantly aware of the responsibility we all hold in our grasp when we steer our cars down Aruba's roads. We can observe road safety and avoid danger much the same way we avoid contagious diseases. All of us in Aruba can rise up and make it our duty, our responsibility, to drive safely and see that others do likewise. We can all join together to BACK THE ATTACK ON TRAFFIC ACCIDENTS.

I want to give my unreserved approval to this community campaign. I endorse it wholeheartedly in the hope that it will bring safe driving to our roads and eliminate needless death and despair.

This program can only be as good as the people of Aruba make it. Community projects need the unified support of the entire citizenry. Let's all join in and crack down on traffic accidents. Let's inoculate ourselves against the foolish, reckless driving that causes accidents.

Let's all BACK THE ATTACK ON TRAFFIC ACCIDENTS.

the BACK THE ATTACK ON TRAFFIC ACCIDENTS campaign has been developed and is officially beginning today, April 6, 1957. This

is the start of an all-out campaign to reduce accidents, eliminate destruction, save despair. The start of this community project is being provided by Lago Oil & Transport Co., Ltd. The island's social organizations, clubs, fraternal groups, businessmen, merchants are all to be part of the spearhead of the drive. The drive's strength, however, will come from the island's drivers. Its success will be measured in the decrease of accidents that only the licensed driver can bring about.

The safe driving campaign has the endorsement of Lt. Gov. L. C. Kwartz, the island's governing officials, the government police. It remains a community project, nevertheless; one that must have the complete support of the public. For while Lago has started the ball rolling and the island's many organizations will keep it rolling, it's the individual driver multiplied over fifteen thousand times who guides the destiny of the campaign as he daily guides his automobile. If he heeds the theme of the campaign to up safety and down accidents, he (a) observes safety rules, (b) drives more safely, (c) helps prevent accidents, and (d) makes the BACK THE ATTACK ON TRAFFIC ACCIDENTS campaign a success.

Safety Reminders

Throughout the island safety reminders are being placed. Drivers and pedestrians will become aware of signs, posters, stickers, press and radio announcements. They're all part of the campaign to make Aruba's drivers safety conscious. What is being aimed at? Here's what:

Aruba has over 100 miles of asphalt and 90 miles of gravel roads. Eight-hundred and forty-eight accidents occurred on these roads last year. Nine people were killed in these accidents, 189 were injured. The number of accidents represents an average of over two accidents a day for only one year. Taking the 5999 registered A-cars and applying them against the over two-a-day average, that makes you, Mi Aruba Motorist, scheduled for an accident in the very near future. And at the present rate of 189 persons injured in accidents in one year, that means someone will be injured just about every other day.

These facts aren't very pretty. Bodily injury that maims and kills

(Continued on page 7)

"John Collins, 26, was instantly killed last night when his car struck a tree on a highway two miles east..."

Daily newspapers carry thousands of news briefs similar to this every year. It is a tragically common form of death, but one about which very little has been known.

For a number of years researchers like John O. Moore, director of Automotive Crash Injury Research for Cornell University Medical College, and Dr. J. H. Mathewson, of the Institute of Transportation and Traffic Engineering of the University of California, have test-crashed hundreds of cars, studied thousands of accident reports from all over the country, visited the scene and microscopically examined the wreckage of cars in which hundreds have died. Crack safety engineers of the leading automobile-manufacturing companies have cooperated. Distinguished medical experts have written detailed autopsies of crash victims.

The primary reason for the research has been to reduce fatalities by making cars safer, more crash-proof. Out of it have come recommendations for safety belts, a different type of steering wheel, safety door catches, dashboard padding. But out of the research has also come something else: the terrifying picture of what happens to steel and glass, to flesh and blood, in those last split seconds when a human being is hurled into eternity.

This is the slow-motion, split-second reconstruction of what happens when a car, traveling 55 miles an hour, crashes into a solid, immovable tree:

1/10 of a second - The front bumper and chrome "frosting" of the grillwork collapse. Slivers of steel penetrate the tree to depths of one and a half inches or more.

2/10 - The hood crumples as it rises, smashing into the windshield. Spinning rear wheels leave the ground. The grillwork disintegrates. The fenders come into contact with the tree, forcing the rear parts to splay out over the front doors.

In this same second tenth of a second, the heavy structural members of the car begin to act as a brake on the terrific forward momentum of the 2½-ton body. But the driver's body continues to move forward at the vehicle's original speed. This means a force of 20 times gravity; his body weighs

Slow-Mo

HIGH
DE

3200 pounds. His legs, ramro-

3/10 - The driver's body is no off the seat, torso upright, broke knees pressing against the dashboard. The plastic-and-steel frame of the steering wheel begins to bend under his terrible death grip. His head is now near the survivor, his chest above the steering column.

4/10 - The car's front 24 inch have been completely demolished but the rear end is still traveling at an estimated speed of 35 miles an hour. The driver's body is still traveling at 55. The half-ton motorblock crunches into the tree. The rear of the car, like a bucking horse, rises high enough to screech off low branches.

5/10 - The driver's fear-frozen hands bend the steering column into an almost vertical position. The force of gravity impales him on the steering-wheel shaft. Jagged steel punctures lung and into costal arteries. Blood spurts in his lungs.

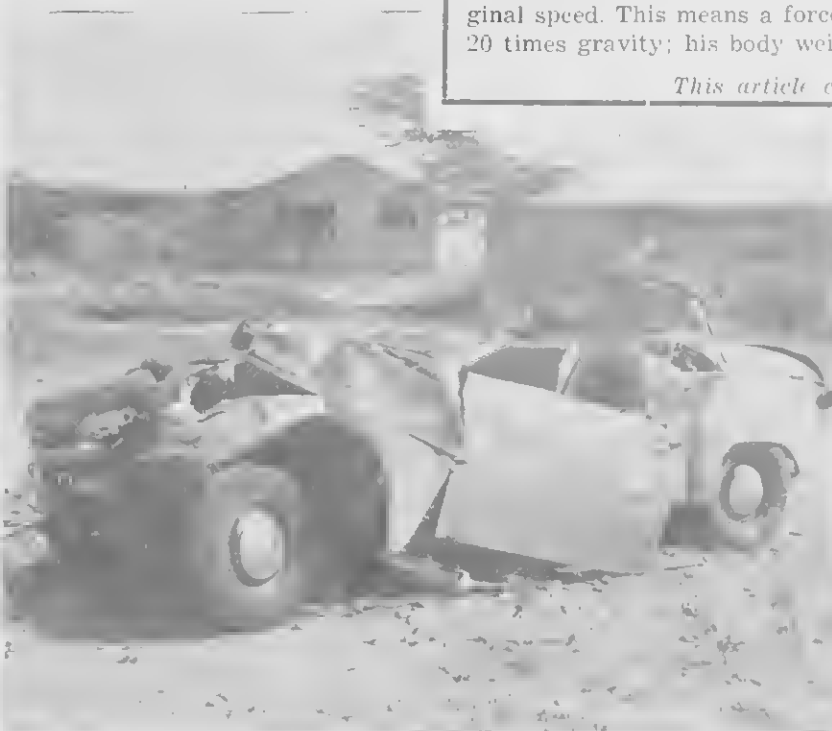
6/10 - So great is the force of the impact that the driver's feet are ripped from his tightly laced shoes. The brake pedal shears off at the floorboards. The chassis bends in the middle, shearing bolts. The driver's head smash into the windshield. The rear of the car begins its downward fall spinning wheels digging into the ground.

7/10 - The entire, writhing body of the car is forced out of shape. Hinges tear. Doors spring open. In one last convulsion the car rams forward, pinning the driver against the cruel steel of the steering shaft. Blood leaps from his mouth. Shock has frozen his heart. He is now dead.

Time elapsed - seven tenths of one second.

This article courtesy Reader's Digest

HELP PREVENT THESE



TRAFFIC ACCIDENTS

Picture

SPEED

John Collins, 26, a muri al inerte ayera nochi ora su auto a contra un palo ariba caminda di dos milla pariba. Cada anja diarionan ta druk es di noticianan chikito mes cu esaki. E ta un forma tramente comun di muri, pero tocante cual poco ta conoci. A algun anja investigadonan hera John O. Moore, director di Automotive Crash Injury Research pa Cornell University Medical College, y Dr. J. H. Mathew di Institute of Transportation Traffic Engineering di University of California, a test cienti di auto den colision, studia mi di informe di desgracia den ter e pais, bishita e sitio y exa microscopicamente e ruina auto den cual cientos a muri. Minieronan sobresaliente di sedidad di e prominente compania cu ta traha auto a duna coracion. Expertonan medico ingui a haci autopsia en detaye victimanan di desgracia. E promer motibo pa e investiga tabata pa reduci desgracia fatal door di haci autonan seguro, mas protegá contra gracia. For di esaki a bini recomendacion pa faha di seguridad, un diferente sorto di stuur, slot di seguridad den porta, board furá. Pero for di e examentacion a sali un otro cos be: e retrato terrible di loke socede cu staal y glas, carni y ger, den e ultimo fraccionnan un seconde den cual un humano worde arancá den eternidad. Esaki ta e reconstruccion poco, di un fraccion di seconde pa y ta muntra loke ta socede un auto, coriendo 55 milla pa dal den un palo firme cu no nove.

1/10 di un seconde - E bumper dilanti y chroom di e adilanti worde primi den otro. Splinter

di staal ta drenta den e palo te un y un y mitar dum leuw.

2/10 - E tapa di motor ta dobla mientras e ta bai laria y pega den e windshiel. Wiel di atras cu ainda ta draai na alta velocidad ta lamta for di terra. E adilanti ta plama for di otro. E wardalodonan ta bini den contacto cu e palo, forzando e partinan di atras pa bin primi ariba e portanan di adilanti.

Den e mes segunda decimo di un seconde, e miembronan structural pisa di e auto ta cuminza actua como un brake ariba e terrefico momentum cu cual e 2 1/2-ton di e auto ta bai adilanti. Pero e culpa di e chofer ta sigui bai adilanti cu e velocidad original di e auto. Esaki ta nifica un forza di 20 vez e gravedad; su culpa ta pisa 3200 liber. Su pianan, cu ta den un linea recto, ta kibra na rudia.

3/10 - Awor culpa di e chofer a lamta for di e sienta, su rudia kibrá pretando contra e dashboard. E frame di plastic y staal di e stuurwiel ta cuminza dobla bao di e terrible forza mortal aki. Awor su cabez ta cerca di e sun visor, su pecho ariba e stuurwiel.

4/10 - E promer 24 inch adilanti di e auto ta completamente habracá, pero e atras ainda ta viajando na un velocidad calculá ariba 35 milla pa ora. Culpa di e chofer ainda ta viajando na 55. E blokki motor cu ta pisa mitar ton ta dal den e palo. E atras di e auto, manera un cabai cu ta tira skop, ta lamta asina halto cu e ta toca cu e ramanan abao.

5/10 - E brazanan furioso di e chofer ta dobla e stuurwiel den un posicion casi vertical. E forza di gravedad ta bente'le ariba e columna. Staal ta boraca su pulmon y adernan. Sanger ta penetra den su pulmon.

6/10 - Asina grandi ta forza di e impacto cu e chofer su pianan ta sali for di den su zapato bon mará. E pedalan di brake ta ranca for di den vloer. E chassis ta dobla na mitar, cortando bolts cu ta tene e culpa. Cabez di e chofer ta dal den e windshiel. E atras di e auto ta cuminza baha, y e wielnan cu ta draai ta coba den terra.

7/10 - Henter e culpa di e auto ta worde rancá for di otro. Scharnier ta kibra. Porta ta bula habri. Den un ultimo convulsion e sienta ta bula bai adelanti, pegando e chofer contra e staal cruel di e stuur. Sanger ta corre for di su boca. Shock a para su corazon. Awor el ta morto.

Tempo cu a transcuri - siete decimo di un seconde.

Bai Poco Poco y Biba Mas Largo Campanja Dirigi na tur Chofernan

"Cada anja mas y mas vehiculo-nan di motor ta corre pariba pabao ariba caminanan di Aruba. Y cada anja nan ta mata of haci desgracia na mas y mas hende."

E dos caredanan simple aki pero yen di nificacion tabata principio di un articulo tocante corremto cu seguridad publica tres anja pasa. Ta un senjal tipico di e epoca di velocidad aki cu e dos caredanan aki ta ainda mas berdad awe cu tres anja pasá. Mas y mas auto ta ariba caminanan di Aruba, y, infortunadamente pa tur di nos, e mes autonan aki ta mata, manca of desgracia mas y mas hende tur dia.

Dos hecho mester worde agrega cerca e dos caredanan original, sin embargo. Tur dos tin relacion ariba e condicion deplorable di corremto ariba e isla. Uno: e mas y mas autonan di Aruba constantemente ta hayando mas y mas forza; dos: e caminanan di Aruba ta bira mas y mas largo y mas y mas mehor. Den hopi caso - cu ainda ta aumenta - un pida camina largo y suave, un auto nobo yena cu potente forza di motor ta parece e formula pa saca e anhelo oprimi di e chofer pa velocidad; un velocidad ron-cando y ciegante cu ta causa morto, destruccion y desgracia.

Ocho Potente Cilindro

Un chofer ta primi su pia ariba e accelerator, ocho potente cilindro ta cuminza mocionnan rapido lantando cientos di forza di cabai cu ta pusha un vehiculo nobo bunita; un forza tremende a worde poni na mocion. E forza aki den forma di cientos di liber di staal por entrega su pasageronan salbo di un keiromento, of, si e worde abusa, e por bira un instrumento monstruoso di destruccion.

E cuestion anto, di repente ta bira aparente. Con nos, e chofernan di Aruba, por "bai mas poco poco y biba mas largo" y yuda evita desgracia? E contesta ta facil; pero pa pone'le na vigor mester di eesfuerzonan concentra di tur e 15,795 chofernan cu licencia ariba e isla.

E contesta ta: APOYA E ATAQUE Ariba accidente di trafico!

Kiko esaki ta nifica? E ta nifica cu cada chofer ariba e isla mester bira 100 por ciento consciente di corremto seguro y cu cortesia. Leynan ta worde obedeci, e otro chofer ta worde considera, derecho di hendenan na pia ta worde reconoci,

velocidadnan ta worde rebaha pa duna maximo control, atencion stricto ta worde poni ariba camina

ta bin suma na tur hende yudando pa preveni desgracia.

Como impulso, algo pa interesa e chofernan di Aruba pa e tarea na man, e campanja di APOYA E ATAQUE Ariba accidente di trafico a worde desaroya y lanza cu plena forza awe, April 6, 1957. Esaki ta principio di un campanja intensivo pa reduci accidente, elimina destruccion, scapa desesperacion. E principio na e proyecto di comunidad aki ta worde duna door di Lago Oil & Transport Co., Ltd. E organizacionnan social di e isla, clubnan, gruponan fraternal, comerciantenan, tur ta tumando parti activo den e accion. Forza di e accion, sin embargo, ta sinta cerca e chofernan di e isla. Su exito lo worde midi den reduccion di desgracianan cu por worde causa solamente door di e chofer cu licencia.

E campanja pa trafico seguro tin e aprobacion di Gezaghebber L. C. Kwartz, e oficialnan gobernante di e isla, y di poliz. Sin embargo, e ta keda un proyecto di comunidad; uno cu tin mester di apoyo completo di publico. Pasobra mientras Lago a pone e bola lora y e hopi organizacionnan di e isla lo tene'le lorando, ta e chofer individual multiplica mas cu diez-cinco mil vez kende ta guia e destino di e campanja tur dia ora el ta maneja su auto. Si el observa e tema di e campanja pa aumenta seguridad, y reduci accidente, el ta (a) observa reglanan di seguridad, (b) corre cu mas cuidao, (c) yuda preveni accidente, y (d) haci e campanja di APOYA E ATAQUE Ariba accidente di trafico bira un exito.

Puntanan Pa Seguridad

Den henter e isla anuncionan di seguridad ta worde poni. Chofer y camadornan na pia lo mira tur e anuncionan aki y tende avisonan pa medio di prensa y radio. Tur ta parti di e campanja pa haci e chofernan di Aruba mas consciente di seguridad. Kiko ta e obheto? Ate aki:

Aruba tin mas di 100 milla di camina di asfalt y 90 milla di camina di terra. Anja pasá ocho ciento y cuarenta y ocho accidente a socede ariba e caminanan aki. Nuebe hende a haya nan morto den e accidentenan, 189 a worde herida. E cantidad di accidentenan ta representa un promedio di mas di dos accidente pa dia pa solamente un anja. Tumando e 5999 autonan A registra y apli (Continua na pagina 7)

YUDA EVITA ESAKINAN





TWO CHAIRMEN smile as a hand bell, symbol of authority, passes from Dr. Robert Turfboer, left, to Dr. J. H. Rees. Dr. Turfboer was temporary chairman of the meeting before turning the chair over to Dr. Rees for the rest of the Conference.

DOS PRESIDENTE ta sonrei mientras un bel, symbolo di autoridad, ta pasa for di Dr. Robert Turfboer, rohez, pa Dr. J. H. Rees. Dr. Turfboer tabata presidente temporario di e habrimento te ora cu el a pasa e presidencia pa Dr. Rees pa resto di e Conferencia.



WELCOMING DELEGATES to the opening session of the Conference Dr. Robert Turfboer spoke on behalf of the Aruba Mental Health Society, of which he is chairman. It was this group that arranged the meeting and acted as host throughout the five day Conference.

DUNANDO BIENVENIDA na e delegadonan na e sesion di habrimento di e Conferencia Dr. Robert Turfboer a papia na nomber di Aruba Mental Health Society, di cual el ta presidente. Tabata e grupo aki a aregla e conferencia y a actua como huesped durate e cinco dianan di conferencia.

Conference Snapshots



SOME SESSIONS of the Conference were held at Lago. President O. Mingus officially welcomed the visitors.

ALGUN SESION di e Conferencia a tuma lugar na Lago. Presidente O. Mingus oficialmente a duna bienvenida na e bishitantenan.



HOWEVER BUSY, however important, Dr. Rees found time to comfort and cheer up a little friend in trouble.

MASKE CON ocupá, maske con importante, Dr. Rees a baya tempo pa consola y alegra un amigo cbikito den dificultad.



PART OF the large crowd that attended the public AA meeting. UN PARTI di e multitud grandi cu a atende e reunion publico di AA.

For five days last month Aruba was host to a distinguished group of physicians, legislators, sociologists and psychiatrists, all delegates to the First Caribbean Mental Health Conference. An Esso News photographer, sticking close to the conference, got these pictures of formal sessions, tours, greetings by Lago President O. Mingus, and in an off-guard moment, a wonderfully warm human picture.

Pa cinco dia luna pasá Aruba tabata huesped di un grupo distinguido di dokter, legislador, sociologista y psiquiatronan, tur delegadonan den e Promer Conferencia di Caribe ariba Higiene Mental. Un fotografo di Esso News, kende a keda cerca di e conferencia, a haya e retratonan aki di e sesionnan formal, paseonan, saludos di Presidente di Lago O. Mingus, y na un cierto momento, un retrato cahrosamente humano.



THREE ARUBANS talk with Dr. Rees following the public meeting of Alcoholics Anonymous in Santa Cruz. The meeting was a part of the Conference.

TRES ARUBIANO ta combersa cu Dr. Rees despues di un reunion publico di Alcoholics Anonymous na Santa Cruz. E reunion tabata parti di e conferencia.



THE PATIOS of the Community Church provided a pleasant setting in which the Conference could proceed with its business.

E PATIONAN di Community Church a ofrece un sitio placentero unda e Conferencia por a sigui cu su trabao.



A TOUR of Lago Hospital was on the agenda for the delegates during their visit to the concession. Dr. R. C. Carrell, left, medical director, describes the facilities to the visitors.

UN BISHITA na Lago Hospital tabata ariha agenda pa e delegadonan durante nan bishita na Lago. Dr. R. C. Carrell, rohez, director medico, ta describi e facilidnan na e bishitantenan.



LONG YEARS of Lago service ended for a veteran employee recently. He is James Th. Fox, Mechanical-Blacksmith, who enjoys his retirement luncheon with his brother and Lago friends: H. V. Culver, A. Fox, his brother, Mr. Fox, W. L. Stiehl, P. van der Biezen and H. Ellis. Mr. Fox had 19 years of service.

ANJANAN LARGO di servicio cu Lago a termina pa un empleado recientemente, James Th. Fox, Mechanical-Blacksmith, ta goza di su comoda di retiro hunto cu su ruman y amigonan na Lago: H. V. Culver, A. Fox, su ruman, Sr. Fox, W. L. Stiehl, P. van der Biezen y H. Ellis. Sr. Fox tabatin 19 anja di servicio.

Lago ta Gana Segunda Lugar Den Concurso di Seguridad

E record di seguridad di Lago pa 1956 tabata bastante bon pa gana segunda lugar den National Safety Council Contest. Su frecuencia di 1.01 tabata segunda na Lion Oil Company, El Dorado, Ark., cu a gana promer lugar cu 0.65.

E frecuencia di anja pasá, maske un poco mas halto cu e 0.96 di 1955, tabata mehor cu e promedio pa e grupo, cual tabata 2.57 pa tur companianan competiendo den e Seccion Petrolero.

E refinaria di Humble Oil & Refining Company na Houston tabata di cuatro, cu 1.37, y Esso East Coast, Louisiana tabata di ocho cu 1.98.

Competiendo den e grupo tabatin tur e refinarianan cu ta traha un minimo di 250,000 ora di trabao pa luna.

Durante 1956 Lago a recibí dos Premio di Honor for di National Safety Council. E promer tabata pa

trahamento di 3,103,157 oranan consecutivo sin un desgracia cu perdida di tempo, y di dos tabata pa un periodo di 4,708,631 ora, un record pa compania. Un otro periodo sin desgracia di 3,100,000 ora a worde traha entre Augustus y mitar di October. Tabatin 14 desgracia incapacitante na 1956, e mes cantidad cu na 1955.

Na 1955 tambe Lago a gana segunda lugar.

Na 1954 Lago a gana promer lugar den e concurso cu un frecuencia di 0.87. Compania y tur empleadonan hustamente ta orguyoso di nan aconplamiento sobresahente den terreno di seguridad durante ultimo anjanan.

Bai Poco Poco

(Continúa di pagina 5)
cando nan over di e promedio di dos pa dia, y esaki Sr. Motorista di Aruba, ta pone bo ariba lista pa un accidente den futuro muy cercano. Y na e tarifa actual di 189 persona herida den desgracia den un anja, esey ta nifica cu un hende lo worde herida cada pasa dia.

E hechonan aki no ta mucho agradable. Desgracianan cu ta manca of mata no ta agradable tampoco. Y e tendencia infortunadamente ta subiendo, no bahando.

Anja pasa nuebe a worde mata; na 1955 desgracianan di trafico a mata ocho.

Anja pasá tabatin 848 accidente; na 1955 tabatin 794 accidente.

Anja pasá 189 persona a worde herida como resultado di e desgracianan aki; na 1955 desgracianan di trafico a herida 130.

Anja pasa destruccion resultando di desgracianan di auto a suma na Fls. 372,840; na 1955 destruccion causá door di accidente di auto a suma na Fls. 286,936.

Pertinente na corremento cu seguridad ta e cifra aki: anja pasá tabatin 187 violacion di reglanan di trafico door di corremento bao influencia di bebida; na 1955 tabatin 177.

Ta facil pa mira cu tur cos ta subiendo - morto, heridacion, desgracia y violacionnan. Awe tin mas auto ariba camina (5999 na 1956 compara cu 5553 na 1955), e caminan ta bira mehor, mas largo, y mas suave, asina bo chensnan pa worde involvi den un accidente di auto ta mas grandi.

Mas grandi, si, contal abo y abo, como chofernan di Aruba, acepta e desafio y APOYA E ATAQUE Ariba accidente di trafico door di observa reglanan di seguridad ariba camina. Apoya e proyecto di corremento cu seguridad di bo comunidad!

Mester Paga Belasting Ariba Premio di CYI

Premionan di placa duná na empleadonan door di e programa di Coin Your Ideas a worde declará como entrada ariba cual belasting mester worde pagá door di e gobierno insular. Den un carta na compania, e cobrador di belasting a pidi pa reporta tur premionan di CYI na su oficina hunto cu e declaracion di entrada di cada empleado, començando pa anja fiscal 1956.

Den envelop di pago di cada empleado ariba e dianan di pago aki (April 8 y 9) lo tin un declaracion di su ganamentonan pa 1956. Esaki lo inclui tambe su premionan di CYI.

Gobierno ta considera e premionan di CYI como entrada ariba cual belasting mester worde pagá, mescos cu ariba sueldo of otro fuentenan di entrada. Sin embargo, no tin un belasting of tarifa special pa. Premionan di CYI lo worde contá hunto cu otro fuentenan di entrada y e tarifa normal di belasting lo worde cobrá.

No obstante e belasting, e parti mas grandi di ganamento individual for di CYI lo keda como placa extra den saco di e empleado.

Por ehemplo: un homber cu ta gana Fls. 6000 pa anja por paga, dependiendo ariba tamanjo di su familia y participacion den varios plan di compania, un belasting di Fls. 191.50 pa anja. Si durante anja el a recibí premionan di CYI na un total di Fls. 100, lo no tin ningun belasting extra. Pero si e homber aki a recibí en total Fls. 250, su belasting por subi te Fls. 206.50. Anto el lo paga solamente Fls. 15 extra belasting ariba Fls. 250 di entrada extra.

Government Rules Taxable Income Will Include CYI Awards

Cash awards made to employees through the Coin Your Idea program have been declared taxable income by the island government. In a letter to the company, the tax receiver requested that all CYI disbursements be reported to his office along with each employee's income tax statement, beginning with the tax year 1956.

In each employee's pay envelope on the current paydays (April 8 and 9) will be a statement of his 1956 earnings. Included in it will be his CYI earnings.

The government considers these CYI awards as taxable income as much as salaries, wages or other sources of money. There is, however, no special tax or tax rate. CYI awards will be lumped into other income sources and the normal tax rate will apply.

Despite the tax, the great bulk of individual CYI earnings will remain as extra money in the pocket.

For example: a man earning Fls. 6000 a year might pay, depending on the size of his family and participation in various company plans, an annual income tax of Fls. 191.50. If, during the year he received CYI

awards that totaled less than Fls. 100, there would be no extra tax at all. But if this man received awards totaling Fls. 250, his tax might increase to Fls. 206.50. Thus he would pay only Fls. 15 extra tax on Fls. 250 extra income.

Traffic Slow Down

(Continued from page 4)
isn't pretty, either. And the trend, unfortunately, is going up, not down. Last year nine were killed; in 1955 traffic accidents killed eight.

Last year there were 848 accidents; in 1955 there were 795 accidents.

Last year 189 persons were injured as a result of these accidents; in 1955 traffic accidents injured 130.

Last year destruction resulting from automobile accidents totaled Fls. 372,840; in 1955 automobile accident destruction totaled Fls. 286,936.

Pertinent to safe driving is this statistic; last year there were 187 driving violations while operating under the influence of liquor; in 1955 there were 177.

It's easy to see that everything is going up - deaths, injuries, accidents, violations. More cars are on the roads today (5999 in 1956 as against 5553 in 1955), the roads are getting better, longer, smoother, so your chances of being involved in an automobile accident are greater.

Greater, that is, unless you, you and you, as Aruba's drivers, accept the challenge and BACK THE ATTACK ON TRAFFIC ACCIDENTS by observing the safety rules of the road. Support your community safe driving program!

Tres Cambio

(Continúa di pagina 3)

tor, Operator, Shift Foreman te September 1944 tempo cu el a bira Technical Assistant den Mechanical Administration. Na Juni 1946, el a worde promoví pa Assistant Zone Supervisor, y na Maart 1949 pa General Foreman-Labor den Mechanical-Yard. For di November 1953 te Februari 1956 el tabata Zone Supervisor. Na e tempo ey el a worde haci Assistant Division Superintendent.

Paraguay Edges Aruba Footballers

Aruba held off the powerful Paraguayan professional football champions for most of a high-scoring game, but injury weakened the defense in the last few minutes, and the visitors walked off with a 6-4 victory.

The game was played in Wilhelmina Stadium March 17.

The game started in rather a glamorous fashion (right) when Carnival Queen Rica Veger got in the first kick, her high heels and open toes in sharp contrast to the dusty equipment of the players.

Aruba a logra tene na un distancia potente campeonnan Paraguayo di futbol den un wega cu a termina cu anotacion halto, pero golpe a debilita e defensa den e ultimo minutnan, y e bishitantenan a sali cu un victoria di 6-4.

E wega a tuma lugar na Wilhelmina Stadion Maart 17.

E wega a cuminsa cu elegancia (banda drechi) ora Reina di Carnaval Rica Veger a saca e bala, cu su hielchi halto y dade di pia habri un contraste fuerte contra e zapatonan yen di stof di e hungadornan.



Tres Pensionista Durante April

Jacob Wervers y su 23 anja di servicio tabata na cabez di tres pensionista na April. Despues di dje ta sigui Juan Maduro, pipefitter helper, casi 19 anja di servicio, y W. M. Milton, carpenter helper, kende tin poco mas di 17 anja di servicio.

Sr. Wervers, staff assistant-Translation and Liaison, a bini traha na Lago na September 1933 como un klerk den personnel office. E siguiente anja el a transferi pa Executive Office den e mes ocupacion, y na Januari 1939 el a bira Official Translator. El a obtene su posicion actual na Januari 1949. El lo laga Aruba April 15.

Sr. Maduro a pasa su carera den Pipe Shop, cuminzando na Juni 1938 como laborer. Na September 1942 el al bira pipefitter helper B, y a worde promoví pa pipefitter helper A na Februari 1945. El ta un nativo di Aruba.

Sr. Milton, desde cu el a bini traha cu compania na Februari 1938, a traha como laborer, labor helper, corporal, yardman y carpenter helper B. El a retira, hunto cu Sr. Maduro, na April. E retrato di Sr. Milton a aparece den e ultimo edicion di Esso News bao nomber di Sr. Emilio Iglesia. Esso News ta lamenta e error aki.

RIGHT: In the heat of competition, players add suggestions of classical ballet to the movements.

DRECHI: Den cayente di wega, hungadornan ta agrega sugerencia di ballet clasico den nan movecionnan.



A ROOF AND A HOME — — UN DAK Y UN CAS

A gift, a great deal of hard work and some practicing Christianity were recently blended together, and as usual with such a recipe, the results will mean happiness for somebody. The gift was a surplus bunkhouse from Lago; the hard work (see pictures) came from volunteer helpers, and the Christianity was simply a free and generous offering of help to those who need it.

The bunkhouse, moved to a point behind Lago Heights, was converted into two apartments for the free use of those who through sickness or other misfortune are temporarily unable to meet their financial obligations. The enter project is the work of Pastor Robert Hamm of the Seventh Day Adventist Church of San Nicolas.

EVERYONE WAS busy during the work. This picture shows the entire building.



Un regalo, un cantidad di trabao duro y algun practicamente di Christianidad a worde mezclá recientemente, y manera costumber cu un tal recept, e resultadonan lo nifica felicidad pa algun hende. E regalo tabata un surplus bunkhouse di Lago; e trabao duro (mira retratonan) a bini for di ayudantenan voluntario, y e Cristianidad tabata simplemente un ofrecio liber y generoso di yudanza na esnan cu tin mester.

E bunkhouse, movi patras di Lago Heights, a worde converti den dos apartamento pa uso liber di esnan cu pa motibo di maleza of otro contra-tiempo no por encontra nan obligacionnan financiero temporariamente. Henter e proyecto ta trabao di Rev. Robert Hamm di Misa Adventista na San Nicolas.

TUR UENDE tabata ocupá durante e trabao. E retrato aki ta munstra henter e edificio.



THE ENTIRE building was covered with cement stucco. That much material needed a lot of mixing. The women helped.

HENTER e edificio a worde cubrí cu cement stucco. Tur e material aki tabatin mester di hopi mezela. E muhernan a yuda.



AND SO did the men. Some of the volunteers are members of the church congregation, others were neighbors who just wanted to help.

E HOMBERNAN tambe a yuda. Algun di e voluntronan ta miembro di e congregacion di misa, otro ta biciaja cu sadamente kier a yuda.

COVERED WITH cement the building will be much more useful.

CUBRI CU cement e edificio lo ta mucho mas útil.



CONCRETE BLOCKS were used to add kitchens to the two apartments in the building. Thanks to plenty of hard work, the building has been finished, and put to excellent use by people who needed a roof and a home.

BLOKKINAN DI concreto a worde usá pa agrega cishina na e dos apartamentonan den e edificio. Danki na trabao duro, e edificio a bini cla y poni den uso excelente pa hende cu tabatin mester di un dak y un cas.

NO JOB was too difficult for the women to do.

NINGUN TRABAO tabata mucho difícil pa e muhernan haci.

